Sa 2 1/989

VFR TERMINAL AREA CHART

ST LOUIS

DO NOT USE FOR NAVIGATION

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Topographic data corrected to February 1989

32 ND EDITION June 1, 1989

Includes airspace amendments effective June 1, 1989

and all other aeronautical data received by April 6, 1989

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *NOVEMBER 16, 1989*

27

ST LOUIS TERMINAL CONTROL AREA

See back of this chart for procedural information within the St Louis Terminal Control Area (TCA)

80 --- Ceiling of TCA in hundreds of feet MSL

20 --- Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON ST LOUIS TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the colocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
LAMBERT-ST LOUIS INTL	ST LOUIS	118.5/257.7 (SOUTH) 120.05/284.6 (NORTH) 0600-2300 120.05/289.1 2300-0600	120.45 277.2	118.5 120.05 257.7 284.6 289.1	
ST CHARLES CO-SMART	COUNTY	0700-1500 SAT		126.3	
ST LOUIS DOWNTOWN-PARKS	DOWNTOWN	0700-2100	127.85	120.9 357.4	
ST LOUIS REGIONAL	REGIONAL	0700-2200	128.0	126.0 239.0	
SCOTT AFB		CONTINUOUS	118.65 273.5	126.2 253.5	ASR/PAR
SPIRIT OF ST LOUIS	SPIRIT	0600-2400	134.8	118.3* 348.4	

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ST LOUIS TCA	124.2 388.0 (NORTH) 126.7 254.3 (SOUTH)
SCOTT AFB RADAR	124.7 259.1

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

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VFR TERMINAL AREA CHART
ST LOUIS

Airports having Control Towers (Airport Traffic Areas) are shown in blue, all others in magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. or greater

Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value.

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

Heliport - H

Unverified - U

Abandoned - paved having landmark value. - ⊗

Ultralight Flight Park Selected - F

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating light in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) → NAME CT - 118.3* ATIS 124.9 03 L 92 122.85 VFR Advsy 125.3 Airport c/f entry

Indicates Flight Service Station on field → FSS

UNICOM

FSS - Flight Service Station

CT - 118.3 - Control Tower (CT) - primary frequency

* - Star indicates operation part time. See tower frequencies tabulation for hours of operation.

C - Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 124.9 - Automatic Terminal Information Service

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

03 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting available on request, part time lighting, or pilot-controlled lighting.

92 - Length of longest runway in hundreds of feet, usable length may be less

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

NPCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

NBn POINT LOMA 302 - - - 11 (+00) & e; 6m Marine Radiobeacon

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets-RCO, etc.

OAKDALE 122.1R 122.6 123.6 382 118.8 OAK

Underline indicates no voice on this freq.

Square indicates TWEB, AWOS or HIWAS available at this NAVAID.

R - receive only

T - transmit only

122.1R MIAMI Controlling FSS

CHICAGO CHI 122.1R

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

For Airport Advisory Service use FSS freq 123.6.

In Canada all available FSS frequencies are shown.

Frequencies above thin line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

180° → V 3 Low Altitude Federal Airways are indicated by center line.

TA - Transition Area. The limits of controlled airspace are shown by tint bands (Vignette) and are color-coded in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 / 2000 MSL Floors other than 700 feet or 1200 feet above surface

Prohibited, Restricted, Warning and Alert Area

MOA - Military Operations Area

CZ - Control Zone

CZ - Extends upwards from the surface

CZ within which fixed-wing special VFR Flight is prohibited

Class C CZ (Canada)

Parachute Jumping Area - See Airport/Facility Directory

Intersection - Arrows are directed towards facilities which establish intersection.

NAME (Red, Blue, or Black) Visual Check Point

Special Airport Traffic Areas

Special Air Traffic Rules (See F.A.R. Part 93 for details).

TCA - Terminal Control Area / Canadian Class C Airspace

Mode C (See F.A.R. 91.24/AIM)

ARSA - Airport Radar Service Area

TRSA - Terminal Radar Service Area

National Security Area

MTR - Military Training Route - IR21

OBSTRUCTIONS

1000 ft and higher AGL

below 1000 ft AGL

Group Obstruction

Obstruction with hi-intensity lights. May operate part time.

2049 (1149) - Elevation of the top above mean sea level / Height above ground

UC - Under construction as reported; position and elevation unverified

CAUTION: Guy wires may extend outward from structure.

MISCELLANEOUS

7°E - Isogonic Line (1985 VALUE)

Glider Ops

Ultralight Activity

Flashing Light

Marine Light

TOPOGRAPHICAL INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

Power Transmission Lines

Catenary, Height greater than 200 ft

Aerial Cable

Lookout Tower P-17 (Site Number) 618 (Elevation Base Of Tower)

CG Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well • Water Well

Mines And Quarries

Mountain Pass 11823 (Elevation of Pass)

Outdoor Theater

Rocks

Pier

Perennial Lake

Non-Perennial Lake

Dams

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Entire area of this chart is within the Central Standard Time Zone +6 (+5DT)=UTC

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG33, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

Mode C Requirements Effective July 1, 1989. (See F.A.R. 91.24/AIM)

CONTACT ST LOUIS APPROACH CONTROL ON 124.2 or 388.0

CONTACT ST LOUIS APPROACH CONTROL ON 126.7 or 254.3

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ST LOUIS

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STATUTE MILES 0 5 10 15 20 25 30 35 40 45 50 55

NAUTICAL MILES 0 5 10 15 20 25 30 35 40 45

ST LOUIS

best copy available

ST LOUIS TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE. – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES.

IFR Flights – Aircraft operating within the St. Louis TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft should contact St. Louis Approach Control on the specified frequencies and in relation to geographical or radio fixes shown on the chart as flagged check points. Although arriving aircraft may be operating beneath the floor of the TCA on initial contact, communications should be established with Approach Control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airport are requested to advise Clearance Delivery prior to taxiing, of their intended altitude and direction of flight to depart the TCA. Aircraft departing from other than Lambert-St. Louis International Airport whose route of flight would penetrate the TCA, should give this information to ATC on appropriate frequencies.
3. Aircraft desiring to transit the TCA may obtain an ATC clearance and will be handled on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.